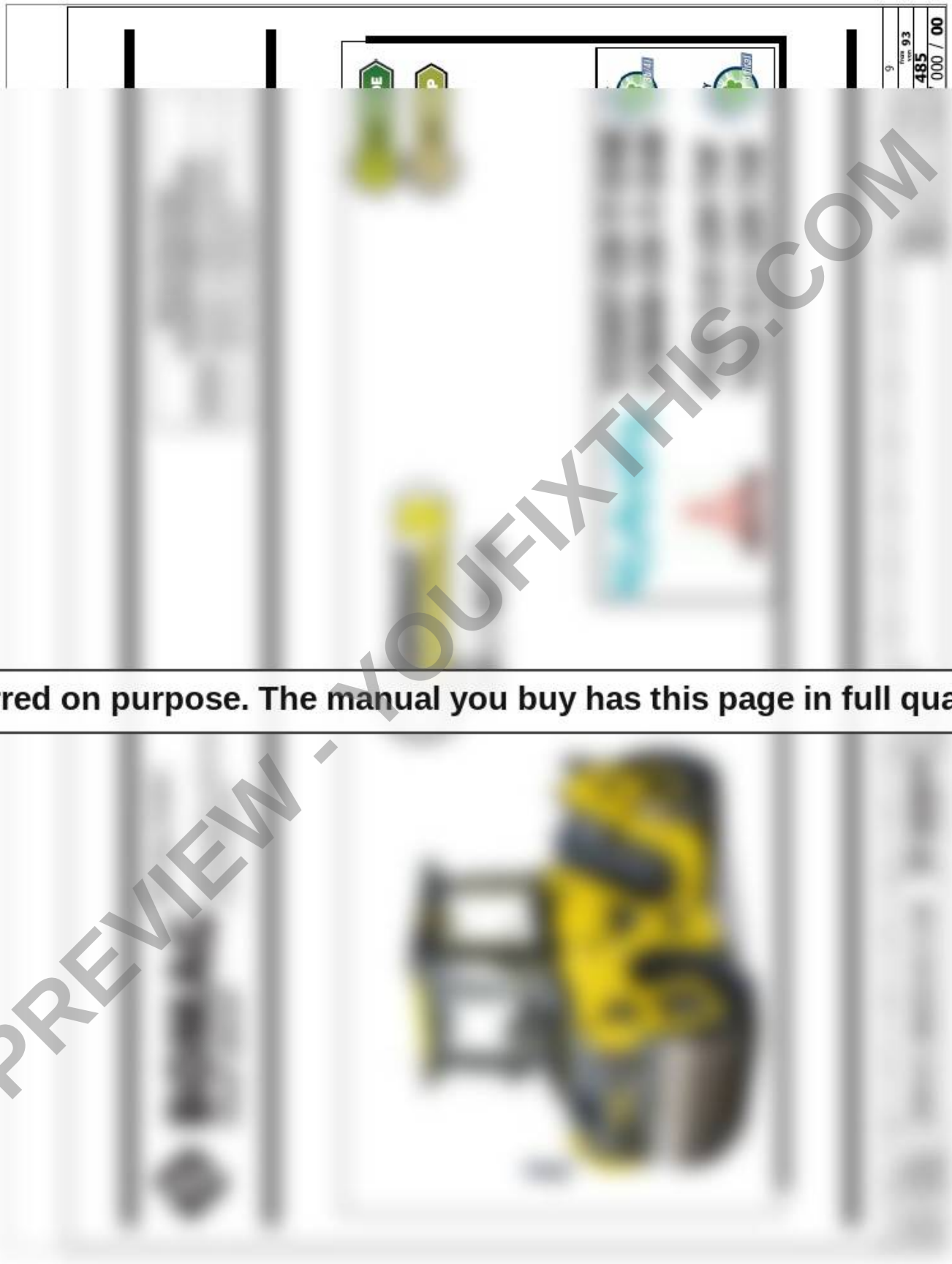
Circuit diagrams



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Circuit diagrams



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DTC-List-EMR4
Diagnosis- and Errorcodes

Revision: 10.02.2015

KWP-Code	SPN	FMI	Blink code	Fehlerbescheibung	Error identification
1	132	11	2-2-6	Luftmengen Sensor Last Korrekturfaktor maximales Drift Limit überschritten; Signal unplausibel	Air flow sensor load correction factor exceeding the maximum drift limit; plausibility error
9	172	2	2-2-6	Ansauglufttemperatursensor unplausibles Signal	Air inlet filter temperature, plausibility error
37	523924	3	1-6-7	UB2; Batteriekurzschluss Aktuator Relais 2	UB2; Short circuit to battery error of actuator relay 2
38	523925	3	731	UB3; Batteriekurzschluss Aktuator Relais 3	UB3: Short circuit to battery error of actuator relay 3.
40	523927	3	733	UB5; Batteriekurzschluss Aktuator Relais 5	UB5; Short circuit to battery error of actuator relay 5 (UB6) SCR-Heater/Rev.Valve
42	523924	4	167	UB2; Kurzschluss gegen Masse Aktuatorrelais 2	UB2; Short circuit to ground actuator relais 2
43	523925	4	731	UB3; Kurzschluss gegen Masse Aktuatorrelais 3	UB3; Short circuit to ground actuator relais 3
44	523926	4	732	UB4; Kurzschluss gegen Masse Aktuatorrelais 4	UB4; Short circuit to ground aktuator relais 4.
45	168	3	318	Sensorwert des Batteriespannungssensors über Grenzwert Sensorfehler Batteriespannung; Signalbereich überschritten	Sensor error battery voltage; signal range check high.
46	168	4	318	Sensorwert des Batteriespannungssensors unter Grenzwert	Sensor error battery voltage; signal range check low
47	168	2	318	Batteriespannunug zu hoch; Warnschwelle erreicht Batteriespannung Grenzwert überschritten; Warnmeldung wird generiert	High battery voltage; warning threshold exceeded
48	168	2	3-1-8	Batteriespannung, unterer Grenzwert unterschritten	High battery voltage; shot off threshold exceeded
55	523910	14	6-9-5	Brenner Luftpumpe - genereller Fehler Luftpumpe erreicht Luftmassen-Sollwertvorgabe nicht	Air pump doesn´t achieve air mass flow setpoint Burner Control - burner air pump
56	524013	7	8-5-6	Brenner kontrolle Brenner startet nicht nach X Versuchen Brennerflamme unbeabsichtigt gelöscht	Burner Control; burner Flame; Burner does not start after x trials (burner flame lost detection) Burner flame unintentional deleted

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Use only the intended access steps and grips to mount the machine.

For overhead maintenance work use the access steps and working platforms provided or other secure means.

Do not step on machine parts which are not intended for this purpose.

Always attach the articulation lock when working in the area of the articulated joint.

Do not leave any tools or other objects, that could cause damage, in or on the machine.

After maintenance work has been completed, dispose of fuels and lubricants, filters, sealing elements and cleaning cloths in an environmentally friendly way.

After all maintenance work is completed reinstall all guards and safety installations.

Close all maintenance flaps and doors after maintenance work has been completed.

The terms right/left are always in relation to the travel direction.

1.3.3 Preparations / concluding work

Certain maintenance tasks require preparations and concluding activities.

This includes e.g. opening and closing maintenance flaps and maintenance doors as well as securing certain components.

After this work close all maintenance flaps and doors again and return all components to their operating condition.

1.3.3.1 Open and secure the engine hood

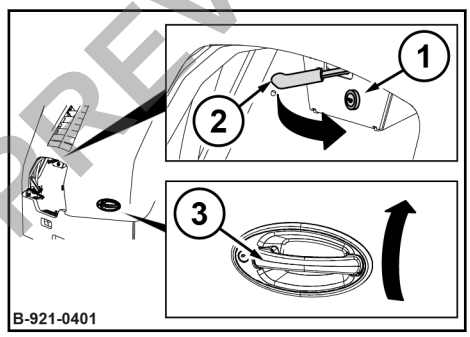


Fig. 41

1.

WARNING!

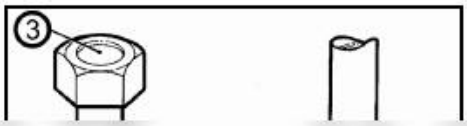
Danger of crushing by the articulating machine!

– Do not step into the articulation area of the machine while the engine is running.

Unlock the engine hood (1) and open it with the lever (2).

2. Push the engine hood up by the handle (3).

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Studs (1)

At the outmost end a short end of the component is reduced to its core diameter.

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23 Crabwalk valve, solenoid valve for edge compression unit and chip spreader valve optional equipment
24 Hydraulic oil cooler
25 Triple gear pump, steering, charge and fan pump

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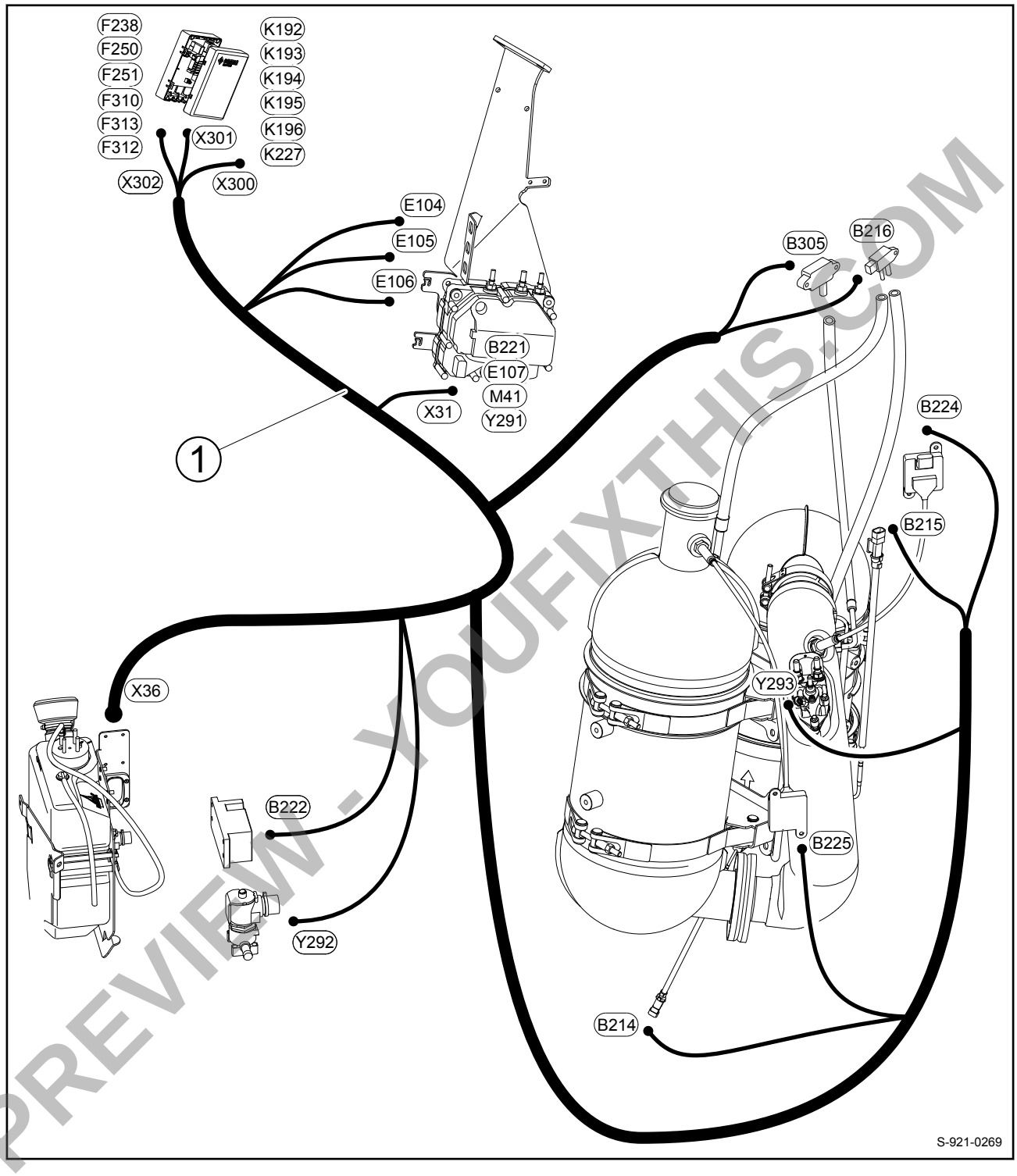


Fig. 123

1 Wiring loom, SCR system

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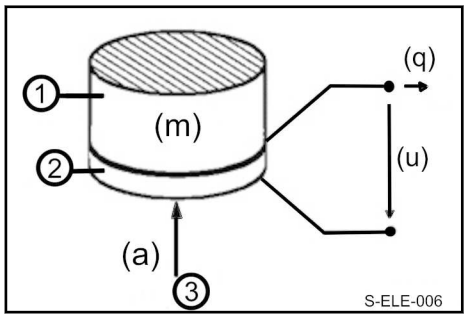


Fig. 157

1 Seismic mass (m)
2 Piezoelectric material
3 Acceleration (a)

The piezoelectric acceleration sensor comprises two basic components:

- Piezoelectric material
- Seismic mass

Once side of the piezo disc is connected with the seismic mass, the other one with a rigid carrier. When this combination is set to oscillate, the seismic (sluggish) mass transfers a force to the piezo disc. According to Newton's Law the resultant force is the product of acceleration and mass. The piezoelectric effect generates a charge (u) on the electrodes, which is proportional to the force and thus also to the acceleration (a).

4.5.8 Switching on the pressurized spraying system

For the sprinkling system Bomag uses a well proven system with two water pumps (redundant design).

The two water pumps are directly in the well accessible area of the articulated joint.

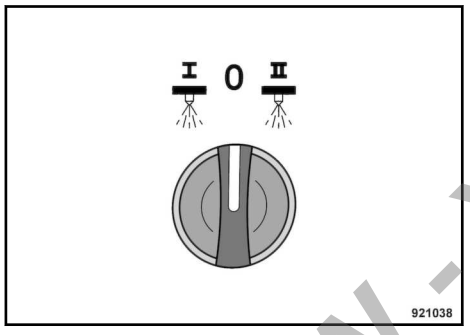


Fig. 158: Rotary switch, S114

The switching condition of the rotary switch is detected by the instrument cluster (A15) and forwarded to the ESX control (A34) via the CAN bus connection.

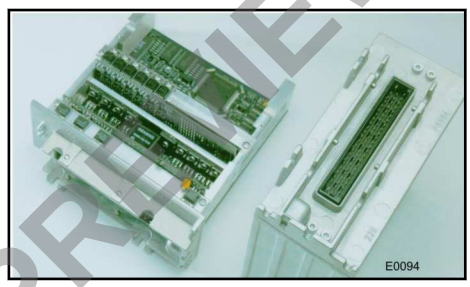


Fig. 159: ESX control

The ESX-control (A34) optimizes and controls the water consumption.

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1086	Fault current regulator	X35:21	Software parameter fault, software update may be required.	5
1087	Fault current regulator	X35:21	Software parameter fault, software update may be required.	5
1088	Hardware initializing error	X35:21	Initialization fault	2
1089	Hardware initializing error	X35:21	Initialization fault	2

FaultLocation Teach function travel pump flow controller

FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
1090	Informative code - The teach function for the travel pump surge currents has NOT yet been successfully performed. Please follow the adjustment instructions	System	Informative code - Follow the adjustment instructions		1
1091	Error in teaching the surge current forward The current limit was reached and the function terminated.	System	Excessive current in current path Valve coil defective		3
1092	Error in teaching the surge current reverse The current limit was reached and the function terminated		Excessive current in current path Valve coil defective		3

FaultLocation Output valve for travel speed range switch, Y197

FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
1100	The required control power cannot be transmitted to the valve	X35:2	Line breakage in current path		3
1101	The output to the valve has ground contact, or the output current is higher than permitted.	X35:2	Short circuit to ground (31) in the current path		3
1102	Supply voltage Ub is applied to the valve output, even though the valve is not switched.	X35:2	Current path has connection to +Ub (15 or 30)		3

FaultLocation Input speed sensor travel motor, B60

FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac

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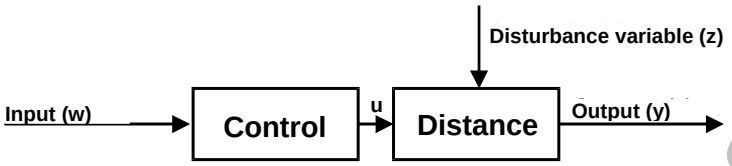
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FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
9026	Internal fault	System			3
9050	Internal fault	System			4
9051	Internal fault	System			4
9052	Internal fault	System			1
9053	Internal fault	System			1
9054	Fault: CAN communication Bus 2, check bus hardware	System			1
9055	Fault: CAN communication Bus 2, check bus hardware	System			2
9056	Fault: CAN communication Bus 2, check bus hardware	System			1
9056	Fault: CAN communication Bus 2, check bus hardware	System			1
9057	Internal fault	System			1
9058	Internal fault	System			1
9059	Internal fault	System			4
9061	Internal fault	System			3
9062	Internal fault	System			3
9063	Internal fault	System			3
9064	Internal fault	System			3
9065	Internal fault	System			3
9066	Internal fault	System			3
9067	Internal fault	System			3
9068	Internal fault	System			3
9069	Internal fault	System			3
9070	Internal fault	System			3
9071	Internal fault	System			3

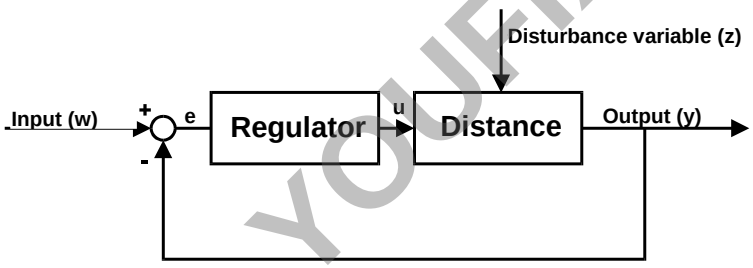
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Control system
Controlling describes the process during which an input value influences a distance (the value to be controlled), following a fixed command. For this purpose all possible interfering factors (e.g. temperature, humidity...) must be known.



Closed loop control
Closed loop control is a process during which a value, the closed loop control value (e.g. pressure), is continually measured and compared with a nominal value (guide value). The result of this comparison will affect the closed loop control value, thereby adapting the closed loop control value to the guide value.
This sequence occurs in a closed circuit, the co-called closed loop control circuit.



Marking	Closed loop control	Control system
Operating path:	closed (control circuit)	open (control chain)
Measurement and comparison of value to be adjusted:	Value to be adjusted is measured and compared.	Values to be controlled are not measured and compared.
Reaction to faults (generally):	Counteracts to all faults targeting the system to be controlled.	Does not respond to unknown faults
Technical expense:	Low expense: Measurement of the value to be controlled, comparison of nominal and actual value, power amplification	High expense if many faults have to be considered, low expense if not faults occur.
Performance in unstable systems	For unstable systems closed loop controls must be used.	In unstable systems controls cannot be used.

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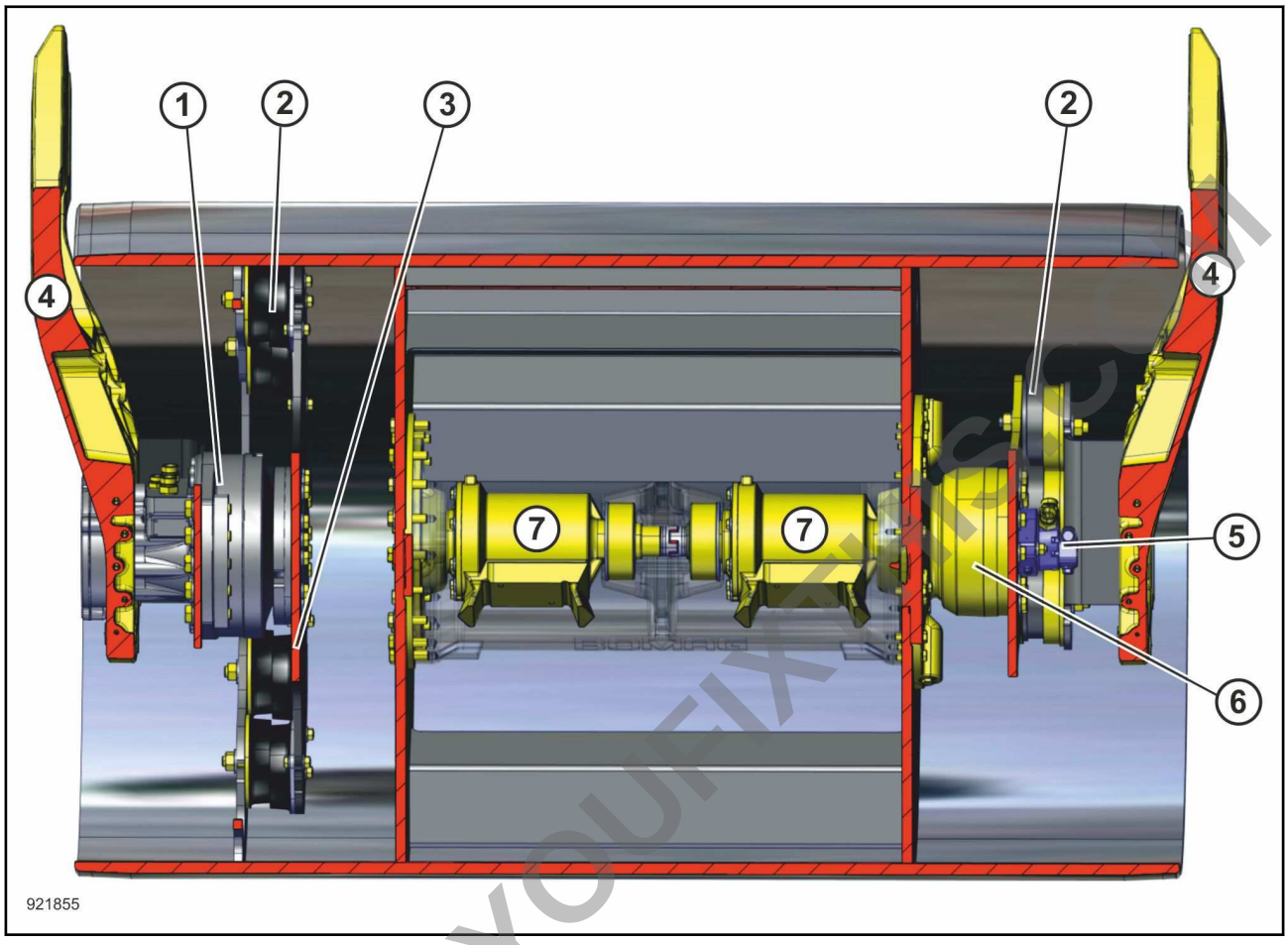


Fig. 222: AD drum

1 Travel motor
2 Rubber buffer
3 Drive disc
4 Supports
5 Vibration motor
6 Vibration bearings
7 Exciter units

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Bleeding

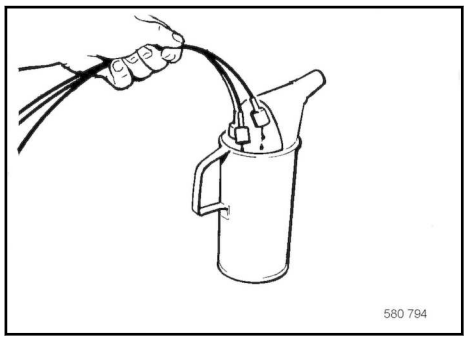


Fig. 286

1. Always bleed closed hydraulic circuits if lines had been removed or connected.

Servicing the flushing filter kit

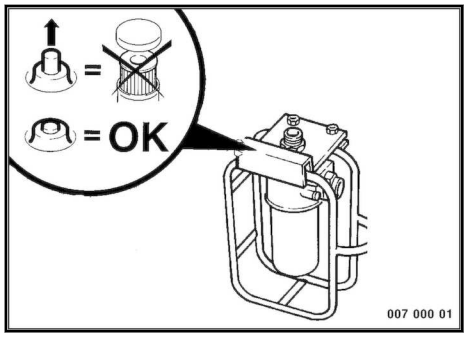


Fig. 287

1. Replace the filter element of the flushing filter when the red control pin of the contamination indicator is pressed out during the filtering process.
2. Clean hoses and connections and store the flushing kit in a clean and protected environment.

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The Rail contains the pressure relief valve (PRV) and the rail pressure sensor:

- This **PRV** protects the engine against damage caused by excessively high fuel pressure. For this reason the PRV has an opening pressure of 1750-1950 bar. If this PRV opens, fuel will flow through the return line back into the tank. The PRV is considered to be worn after it has opened 50 times. The number of opening events can be read out with the help of Serdia 2010.
- The **rail pressure sensor** reports the rail pressure to the engine control unit. From the rail the fuel flows to the injectors. The injector is equipped with a solenoid, which is controlled by he engine control unit. The electro-magnet opens the discharge nozzle in the control chamber, which causes the prevailing pressure to collapse. This unbalance of pressures moves the valve piston and the nozzle needle up and opens the path for the fuel flow.

Fuel pump

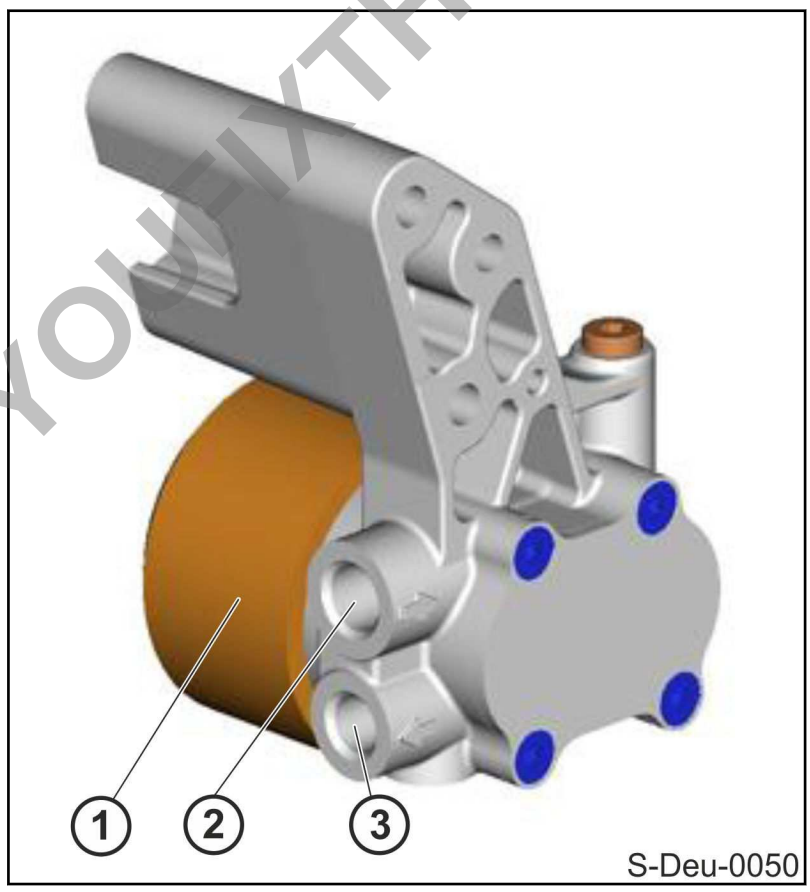


Fig. 369: Fuel pump

1 Roller for pump drive via flat belt
2 Fuel inlet
3 Fuel outlet

The fuel pump is maintenance free. It draws in fuel with a vacuum of -0.5 bar and generates a pressure of 6 bar.

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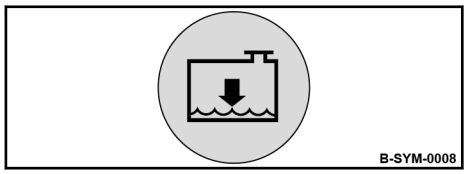


Fig. 430

A coolant level which is too low is indicated by the coolant level warning light.

Protective equipment:
- Working clothes
- Protective gloves
- Safety goggles

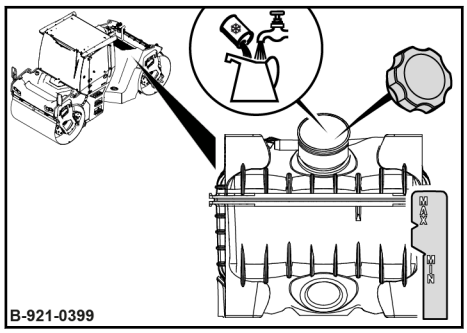


Fig. 431

1. Check the coolant level in the compensation tank.
   ⇨ The coolant level must be between the “MIN”- and “MAX” marks.

WARNING!
Danger of scalding by hot fluid!
– Open the compensation tank only when the engine is cold.
– Wear your personal protective equipment (protective gloves, protective clothing, goggles).

2. For topping up, clean the area around the filler opening.
3. Unscrew the cap and fill in coolant up to the “MAX” mark.
4. Close the cap.

6.1.9.4 Every 250 operating hours

6.1.9.4.1 Checking, tensioning the V-belt for the generator system

1. Park the machine in secured condition ↳ *Chapter 1.3.4 „Parking the machine in secured condition“ on page 62*.
2. Allow the engine to cool down.

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NOTICE!

In case of a repair the complete unit needs to be changed.

When dismantling several units, parts like flanged covers, weights and housing must not be mixed up by mistake

Each exciter unit is an individually manufactured unit!!

Strict cleanliness is mandatory when performing repair work.

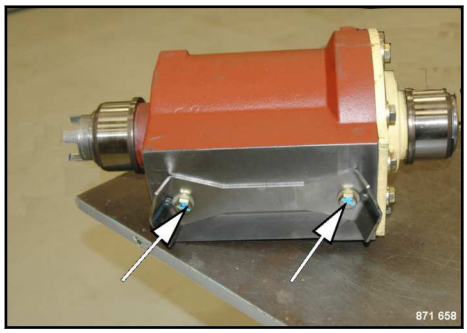


Fig. 518

1. Unscrew the fastening screws and take off the oil paddle.

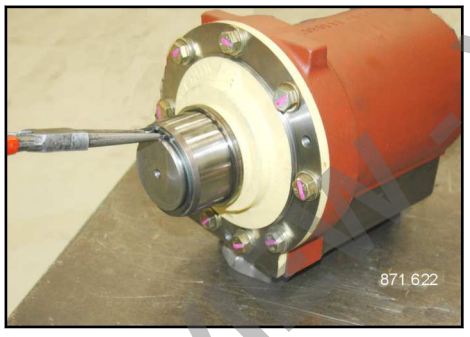


Fig. 519

2. Unclip the circlip.
3. Extract the inner bearing race with a puller.

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Temperature	Pressure	Density		spec. volume		spec. enthalpy		Evaporation heat
		of the fluid	of the steam	of the fluid	of the steam	of the fluid	of the steam	
t	p	p'	p''	v'	v''	h'	h''	r
°C	bar	kg/dm³	kg/dm³	dm³/kg	dm³/kg	kJ/kg	kJ/kg	kJ/kg
-20	1.33	1.358	6.83	0.736	146.5	173.56	384.72	211.16
-19	1.39	1.355	7.11	0.738	140.64	174.86	385.33	210.47
-18	1.45	1.352	7.4	0.74	135.06	176.15	385.93	209.78
-17	1.51	1.349	7.71	0.741	129.75	177.45	386.53	209.08
-16	1.57	1.346	8.02	0.743	124.68	178.75	387.13	208.38
-15	1.64	1.343	8.34	0.745	119.86	180.06	387.73	207.67
-14	1.71	1.34	8.68	0.746	115.26	181.37	388.33	206.96
-13	1.78	1.337	9.02	0.748	110.87	182.68	388.93	206.25
-12	1.85	1.334	9.37	0.75	106.68	183.99	389.52	205.53
-11	1.93	1.331	9.74	0.752	102.68	185.31	390.11	204.8
-10	2.01	1.328	10.12	0.753	98.86	186.63	390.71	204.07
-9	2.09	1.324	10.5	0.755	95.21	187.96	391.3	203.34
-8	2.17	1.321	10.9	0.757	91.73	189.28	391.88	202.6
-7	2.26	1.318	11.31	0.759	88.39	190.61	392.47	201.86
-6	2.34	1.315	11.74	0.76	85.21	191.94	393.06	201.11
-5	2.43	1.312	12.17	0.762	82.16	193.28	393.64	200.36
-4	2.53	1.309	12.62	0.764	79.24	194.62	394.22	199.6
-3	2.62	1.305	13.08	0.766	76.44	195.96	394.8	198.84
-2	2.72	1.302	13.56	0.768	73.77	197.3	395.38	198.08
-1	2.82	1.299	14.04	0.77	71.2	198.65	395.96	197.31
0	2.93	1.296	14.55	0.772	68.75	200	396.53	196.53
28	7.27	1.196	35.66	0.836	28.04	238.96	411.71	172.75
29	7.48	1.192	36.73	0.839	27.22	240.4	412.21	171.81
30	7.7	1.189	37.83	0.841	26.44	241.83	412.71	170.87
31	7.93	1.185	38.95	0.844	25.67	243.28	413.2	169.92
32	8.16	1.181	40.1	0.847	24.94	244.72	413.69	168.97
33	8.39	1.177	41.28	0.85	24.22	246.17	414.18	168
34	8.63	1.173	42.49	0.853	23.53	247.63	414.66	167.03
35	8.87	1.169	43.74	0.856	22.86	249.08	415.14	166.05
36	9.12	1.164	45.01	0.859	22.22	250.55	415.61	165.07

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7.3.3.2 Checking the main battery shutoff

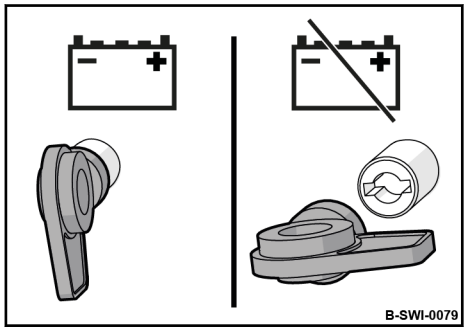


Fig. 678

1. Turn the main battery switch counter-clockwise and pull it out.
2. Check by turning the ignition key, whether the battery is disconnected from the electric system of the machine.

7.3.4 Fuse assignment

7.3.4.1 Notes on safety

WARNING!

Danger of injury by fire in the machine!

– Do not use fuses with higher ampere ratings and do not bridge fuses.

7.3.4.2 Central electrics

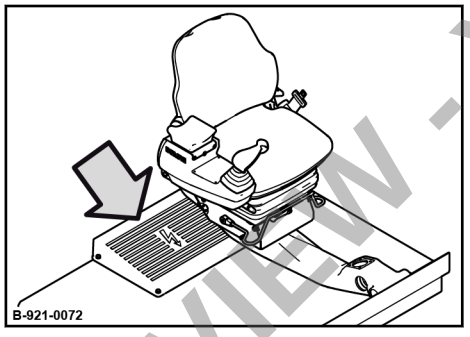


Fig. 679

The central electrics are located under the driver's seat.

Fuse	Amperage	Designation
F01	15 A	Main fuse
F04	10 A	Instruments
F05	20 A	Sockets
F06	15 A	Emulsion pump
F07	15 A	Hazard light
F09	5 A	Parking and tail light, left
F10	5 A	Parking and tail light, right

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DTC-List-EMR4

Diagnosis- and Errorcodes

Revision: 10.02.2015

KWP-Code	SPN	FMI	Blink code	Fehlerbescheibung	Error identification
465	97	4	228	Sensorfehler Wasser in Kraftstoff; Signalbereich unterschritten	Sensor error water in fuel; signal range check low.
472	94	3	216	Sensorfehler Kraftstoffvordruck; Signalbereich überschritten	Sensor error low fuel pressure; signal range check high
473	94	4	216	Sensorfehler Kraftstoffvordrucksensor; Signalbereich unterschritten	Sensor error low fuel pressure; signal range check low
474	94	1	216	Kraftstoffvordruck zu niedrig; Warnschwelle erreicht	Low fuel pressure; warning threshold exceeded
475	94	1	2-1-6	Kraftstoffvordruck zu niedrig; Abschaltschwelle erreicht	Low fuel pressure; shut off threshold exceeded
486	523618	3	1-3-3	Getriebeöltemperatur; Kurzschluss gegen Batterie oder Kabelbruch	Gearbox oil temperature; Short circuit to battery or broken harness
487	523618	4	1-3-3	Getriebeöltemperatur; Kurzschluss gegen Masse	Gearbox oil temperature; Short circuit to ground
488	523619	2	1-3-3	Abgastemperatur vor (SCR-CAT); Maximalwert überschritten	Physical range check high for exhaust gas temperature upstrem (SCR-CAT)
500	523915	0	1-6-5	HCl Dosierventil (DV1); Überstrom am Ende der Einspritzphase	HCl dosing valve (DV1); overcurrent at the end of the injection phase
501	523915	12	1-6-6	HCl Dosierventil (DV1); Leistungsstufe Übertemperature	HCl dosing valve (DV1); powerstage over temperature
502	523915	3	1-5-9	Batteriekurzschluss Leistungsstufe HCl Dosierventil (DV1)	HCl dosing valve (DV1); short circuit to battery
503	523915	3	1-6-4	Batteriekurzschluss Leistungsstufe plusseitig HCl Dosierventil (DV1)	HCl dosing valve (DV1); short circuit to battery high side
504	523915	4	1-5-9	HCl Dosierventil (DV1); Massekurzschluss	HCl dosing valve (DV1); short circuit to ground
505	523915	11	1-6-4	Kurzschluss Leistungsstufe plusseitig Dosierventil (DV1)	HCl dosing valve (DV1); short circuit high side powerstage
506	523916	2	7-1-9	Sensor Kraftstoffdruck nach HCl Dosierventil (DV1); Signal unplausibel	Sensor HCl dosing valve (DV1) downstream pressure; plausibility error
508	523916	0	7-1-9	Druck nach HCl Dosierventil (DV1) Maximalwert überschritten; Abschaltung Regeneration	Physical range check high for HCl dosing valve (DV1) downstream pressure; shut off regeneration
511	523916	1	7-1-9	Druck nach HCl Dosierventil (DV1) Minimalwert unterschritten; Abschaltung Regeneration	Physical range check low for HCl dosing valve (DV1) downstream pressure; shut off regeneration

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KWP-Code	SPN	FMI	Blink code	Fehlerbescheibung	Error identification
1931	51	7	5-9-4	Drosselklappe, H-Brückenausgang, Position des Stellers nicht plausibel (Abweichung vom soll 7%)	Intake Throttle Flap, H-Bridge, position of actuator not plausible (deviation from setpoint more than 7%)
1935	51	3	5-9-4	Drosselklappe, H-Brückenausgang, Kurzschluss gegen Batterie oder Kabelbruch	Intake Throttle Flap, H-Bridge, short circuit to battery oder broken wiring harness
1936	51	4	5-9-4	Drosselklappe, H-Brückenausgang, Kurzschluss gegen Masse	Intake Throttle Flap, H-Bridge, short circuit to ground
1939	524198	11	3-1-3	Hardware failure Fehlercode aktiv im Master Steuergerät	Inducement HW Failure Master
1940	524199	11	3-1-3	Hardware tampering Fehlercode aktiv im Master Steuergerät	Inducement SCR Tamp Master
1941	524200	11	3-1-3	DEF Qualität Fehlercode aktiv im Master Steuergerät	Inducement Urea QTY Master
1942	524201	11	3-1-3	DEF Level Fehlercode aktiv im Master Steuergerät	Urea Level Error Master
1943	524202	11	3-1-3	SCR Fehlercode aktiv im Master Steuergerät	Urea Temp. Error Master
1944	524203	11	3-1-3	M/S Monitoring Fault Coupling: FID6 in the slave not present	Urea Level Replace Master
1945	524204	11	3-1-3	M/S Monitoring Fault Coupling: FID7 in the slave not present	SCR System Afterrun Master
1946	524205	11	3-1-3	M/S Monitoring Fault Coupling: FID8 in the slave not present	Switch Off SCR System Master
1947	524206	11	3-1-3	M/S Monitoring Fault Coupling: FID9 in the slave not present	Disable SCR Dosing Master
1948	524207	11	3-1-3	M/S Monitoring Fault Coupling: FID10 in the slave not present	INH EAT Regeneration Master
1949	524208	11	3-1-3	M/S Monitoring Fault Coupling: FID11 in the slave not present	Power Reduction 1 Master
1950	524209	11	3-1-3	M/S Monitoring Fault Coupling: FID12 in the slave not present	Power Reduction 2 Master

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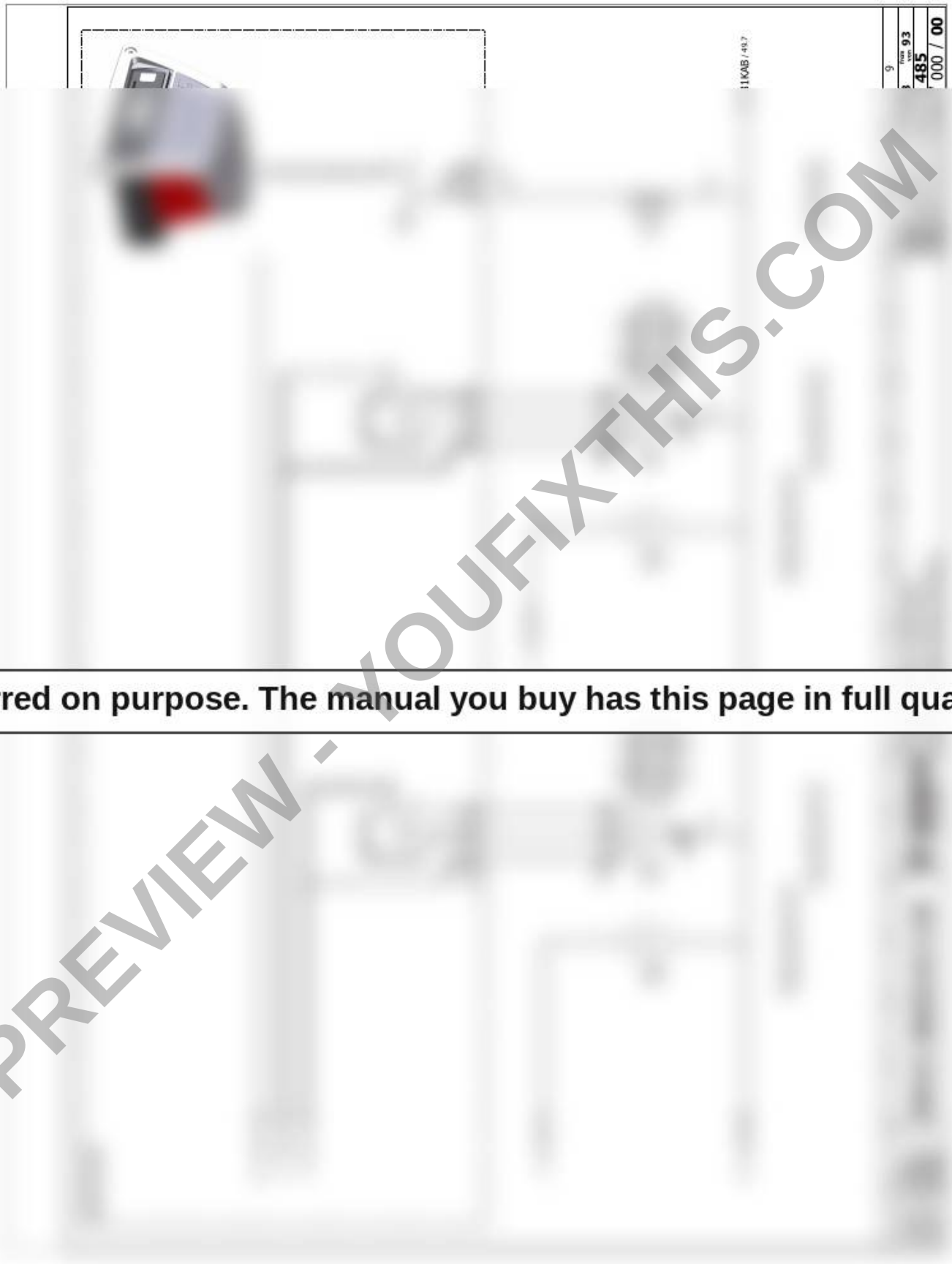
A Circuit diagrams

A.1 Circuit diagram 485..... 815
A.2 Hydraulic diagram 921 130 77..... 909
A.3 Water spraying diagram 921 133 28..... 911

A.1 Circuit diagram 485

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